## SECRET

### THIS DOCUMENT REQUIRES SPECIAL HANDLING

#### HANDLING PROCEDURES

THIS DOCUMENT CONTAINS INFORMATION REGARDING A HIGHLY CLASSIFIED ACTIVITY. PERMISSION TO TRANSFER CUSTODY, OR PERMIT ACCESS TO THIS DOCUMENT MUST BE OBTAINED FROM THE ORIGINATOR. HAND CARRY PROCEDURES WILL BE APPLIED TO ANY INTER-OFFICE OR INTRA-AGENCY MOVEMENT OF THIS DOCUMENT.

# This document contains information referring to Project OXCART

#### 25X1A

REFERRED TO	RECEIVED			REL	EASED	CETAL DV	
	SIGNATURE	DATE	TIME		T	SEEN BY	
OSA/DD (Attn:					+	NAME. AND OFFICE SYMBOL	DATE
Jan (Actil.							
			1				
			1				
			<b>!</b> '				
			, 1				
				$\sqcup$			
			, ,	1			
				<b>-</b>			
				,			
							1

CLASSIFICATION

SEGRET

OXC 3657 Copy <u>5</u> of 9

9 AUG 1962

MEMORANDUM FOR:

Assistant Director, OSA

SUBJECT:

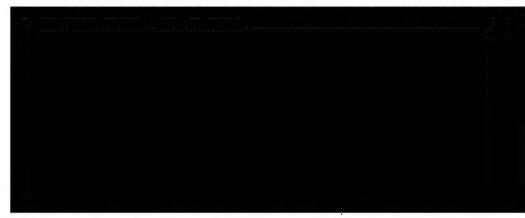
Inflight Navigation Aids (Maps and Charts)

for Project OXCART

1. The operational requirement for en route graphic navigation aids in the ONCART vehicle was thoroughly discussed and developed during a meeting 8 August 1932 at Project Headquarters. The purpose of this paper is to summarize the results of the committee investigations and to formalize the operational requirement.

2. A detailed report of the above meeting has been prepared as a separate document; however, it should be noted that the participants included:

25X1A



25X1A

25X1A

This meeting culminated several months' investigation during which field trips were made to Lockheed, and

3. The essential elements to recognize in this problem include the following:

- a. Cockpit graphics must be supplied that will allow the planed route to be flown accurately.
- b. Additional coverage must be supplied that will allow navigation to a suitable alternate landing if necessary.
- c. Destruction capability must be inherent in any device considered to display the graphics.
- d. Inflight notations should be made vithout using pencil and paper.
- 4. The following recommended solutions are based in part on the fact that operational readiness training is programmed to begin during December 1262 and that product developing and testing must be completed at that time. Additionally, it has been established that sufficient aeronautical charts exist and no new graphics will be required from Three scales should be flight tested for suitability:

25X1A

- 1:5,000,000 GNC (En route navigation)
  1:3,000,000 JNC (Photo line flying)
  1:200,000 Target Chart (INS fix point)
- "knee map panel", similar to the present IDEALIST approach. Movever, the paper stock should be of water soluble paper (Attachment #1) and the entire set of seven or eight panels should be atored in a container designed for rapid destruction of its contents (Attachment #2). Training can commence with presently available charts and "special paper" charts can be produced as soon as possible. IDEALIST requirements should be considered as well.
- b. The "knee map panel" must be considered an interim fix because of the inconvenience involved in its use. The ultimate device recommended is through the use of the present viewfinder. It is strongly urged that action be initiated to develop a device to allow 35mm film strip pictures to be displayed on the viewfinder. Both Baird and Lockheed representatives feel this is feasible and obtainable in the near future (Attachment #3).

25X1A

c. A ministure tape recorder is recommended as the method to free the pilot from note taking inflight. This approach is endorsed by the committee as a whole (Attachment #4).

5. Your concurrence is requested to allow the Development Division to initiate actions necessary for the development, procurement, and testing of the devices outlined above.

25X1A

25X1A

Chief, Operations Division, OSA

CONCUR:

2000000 0 STONE OF ST

James A. Cunningham, Jr. Acting Assistant Director (Special Activities)

Attachments - 4

#1 - Knee Pad Panel

#2 - Destruct Can

#3 - 35mm Projection in Viewlinder

#4 - Inflight Tape Recorder

cc: OSA/SEC

osa/dd

OSA/MO

OSA/INTEL